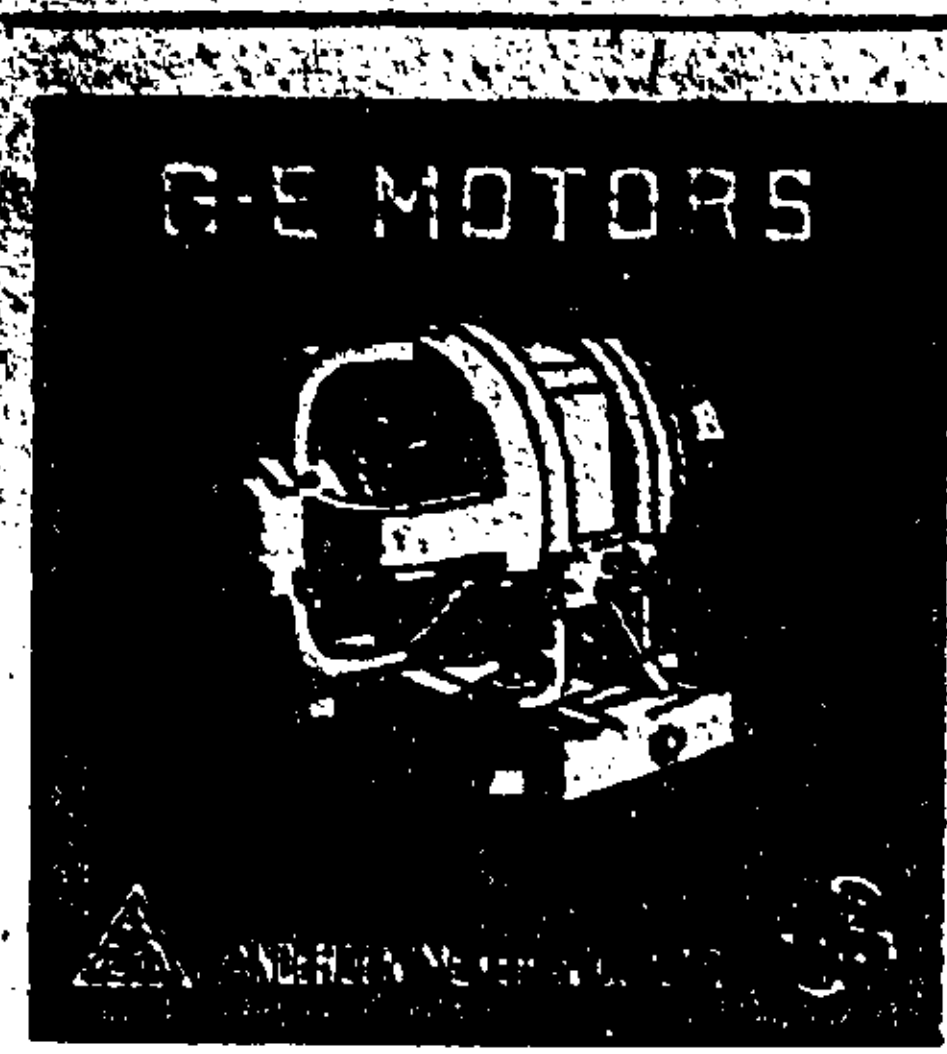




The Hongkong Telegraph.

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INTERVIEW WITH SUN YAT-SEN.

Treachery Alleged Against Friends.

"I Will Not Resign."

"Will Stake My Life for Righteousness"

(By Special "Telegraph" Representative.)

Canton, Friday afternoon.

I have just returned from Whampoa, where, in company with Miss Edna Lee Hooker, correspondent of the International News Service of New York, I had an interview with Dr. Sun Yat-sen. The support that Sun is at present receiving from the Navy is undoubtedly much stronger than current reports would lead one to believe.

Dr. Sun, who appeared to be quite cheerful throughout the whole of the interview, received us very courteously, and during the conversation said—

"I suppose you know the situation as well as I do, myself."

We pointed out that we had heard many rumours, and that the situation, so far as he was concerned, was by no means clear.

"I fell into a trap of treachery," replied Dr. Sun, "set by my subordinates and my supposed friends. As a patriot and a man who must set an example to the future of China, I am not going to submit to force. I have worked, and always will work, to put a stop to militarism. I will always be prepared to submit to reason and I am prepared to stake my life for righteousness. Might cannot climb over Right. I am willing to give my life to stop force and coercion and would give my life not only for China but for the world. When anyone begins to use force it is a loss to civilization."

Proceeding, the "President" said—"The Navy is still loyal to me. After six years of fighting the Peking notoriety have now admitted that they were on the wrong side. They have decided to reconvene Parliament and to bring about the ratification of the Constitution."

"But they want to reap all the advantages and eliminate us, who have fought for so long for these things. They want to reap the fruits of all our work. I am fighting for humanity, civilization, Republicanism and righteousness."

"I believe that Chan King-ming gave the orders which caused the firing on Friday morning. I never expected my friend to go against me. I was prepared against the enemy, but not against the treachery of a friend and a subordinate. I do not believe that his soldiers think they are fighting for the good of their country."

"As soon as they got me out of the City, they began looting. Looting, fighting, raping and killing are now going on. You may expose that to the world."

"I had a very narrow escape from my Palace, which was surrounded by soldiers. I was afraid for the safety of Mrs. Sun if we both tried to escape together. We might both have been killed. So I went out by myself a few minutes before the firing began, intending to send back for her but circumstances prevented. Many of my bodyguards were killed. The 400 guards in the Presidency fought well—fought for a night and a day. Mrs. Sun had a very narrow escape and her life was saved only through the loyalty of her bodyguards. I was not prepared for any attack then, and it took a day and a half for the Navy to be got ready for action."

"The bombardment of Canton was my protest against the events of the night before, and the upholding of righteousness."

"The shock of all this trouble has caused the illness and death of Dr. Wu Ting-fang. He could not recover from the shock of such treachery."

"I have not resigned and I will not resign to force. I can only hand in my resignation should I wish to do so, to the Parliament which elected me; not to my subordinates."

Asked if it were not true that the majority of the officers and men of the Navy had seceded from him, Dr. Sun replied that he did not know of it and had had no information to that effect. He had no doubts whatever as to the loyalty of the Navy to him and his cause.

Here the interview was brought to a close. This took place on board the "Wingfung" and whilst on board I met Mr. Norman, who is adviser to Dr. Sun. He told me that the President was always very frank in his statements, even when they might be against his own interests. It might be wiser if he were more guarded in the expression of his views during the present crisis, but from what he (Mr. Norman) knew of the President he was a man given to fair dealing.

In conversation with the Commander of the "Wingfung" whilst being shown around the gunboat, I was informed by the officer that the Navy expected to be in action again during the course of the next few days, when General Hsu Sung-chi enters Canton with his forces from the North.

I was also informed that Sun Yat-sen does not remain on one ship, but moves from one vessel to another, a report which shows that he is not confined to any one steamer as a prisoner, as has been suggested.

Sun's Activities.

Our Canton correspondent writes—It is reported that Sun Yat-sen is still giving orders in the capacity of President and Generalissimo at Whampoa. He is said to have sent out over 500 messengers to various parts of the province to advise pirate and bandit gangs to seize towns and cities in the name of the Generalissimo, adding that they will be welcomed if they can form a body of troops and proceed to Whampoa.

Several junks containing rice, whilst proceeding from Hongkong to Canton, were seized by Chan Chak, one of Sun's commanders, when passing Whampoa.

It is known that Wu Ting-fang, magistrate at Hengshan, and Chow Lu-ming, commander of the rice-protecting force of that district, have five battalions under their command. As these two men are loyal to Sun, General Yip is ordering that they be kept well under observation.

A report from Shikwan says that, following the arrival of Cantonese troops there, everything is quiet and the expeditionary troops are remaining stationary, showing no appearance of moving to the south. The inhabitants are annoyed at having to accept valueless banknotes at par.

Mrs. Sun's Escape.

Our special correspondent at Canton further writes—

Canton, Thursday evening. In the course of my interview with Mr. C. C. Wu, I was given the authentic story of the escape of Sun Yat-sen and his wife. Mr. Wu said—"Mrs. Sun was with her husband when he decided to leave the Presidential Palace. She asked to accompany him, but he refused because he did not want her to hamper his movements. The result was that she was placed inside the Palace during the fighting. When she came out, she was chased by the soldiers and but for the devotion of a couple of Dr. Sun's bodyguards it is doubtful what might have happened to her. Eventually she got out, but the bodyguards were stopped and robbed. I think after that she went to the house of a friend inside the city and stayed there for two days. Then she proceeded to Tungshan and stayed at the Canton Christian College."

Replying to questions, Mr. Wu stated that Mrs. Sun later left Canton and proceeded to Hongkong, seeing her husband at Whampoa before she left. As to the future, I asked Mr. Wu if Sun Yat-sen were now relying on General Hsu Sung-chi to help him out of his difficulty, and the reply was—"Yes; it seems so." I then questioned him about his visit to the North some little time back, when he saw Chang Tso-lin. Mr. Wu stated that that visit was not to effect an alliance but an understanding and was more particularly to return the visit of the representative sent down to Canton by Chang. I asked him whether that representative came down to Canton for the purpose of effecting an alliance or understanding with Sun Yat-sen, and Mr. Wu replied, "Yes, but that is all past history."

During the interview, Mr. Wu impressed me with his cheerfulness. He did not appear to be any way depressed at the turn events had taken. His loyalty to Sun Yat-sen was apparent in the hopeful view he took of the situation.

The Merchants and Sun.

As to Sun Yat-sen's future, those who profess to know the character of Chan King-ming say it is unlikely that he would go to extreme measures in regard to the deposition of Sun. The merchants and gentry here are certainly against extreme action in this regard and believe that if these two men of opposite temperaments are separated, a period of peace will follow.

Chinese here are of the opinion that all parties would be satisfied by the nomination of Tang Shao-yi to the Civil Governorship, vacated by Dr. Wu Ting-fang. Tang has of late been living on his farm in the Hengshan district and it is said that his return to Canton to take up the post of Civil Governor would prevent a lot of heartburning.

HONGKONG IMPORTS.

Canton Crisis Affects Business.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states—

Cotton Piece Goods and Paper Cotton Goods.—Our market continues quiet but there is a better feeling in view of a probable settlement of political affairs between Canton and Peking.

Cotton Yarn.—During the interval a good business has been transacted, prices having ruled irregular, at a fluctuation of \$1. The conflict between the two opposing parties in Canton has naturally stopped business for that market and consequently there are no shipments to that port. Quotations are—No. 10s \$134/182, No. 12s \$166/184, No. 16s \$194/222, No. 20s \$196/222. Arrivals 100. Shipments nil. Sales 5,850 bales. Unsold stock 5,000 bales. Bargains 11,000 bales.

Woolens.—Business is almost at a standstill and until the political situation in Canton is settled dealers will not show the slightest interest in any of the lines.

Raw Cottons.—No stocks, and nominal quotations Indian descriptions at \$23/36. Chinese Staple \$34/42 per picul.

Metals.—Nothing to report. Business is at a standstill.

Flour market report.—Stock: About 1,300,000 sacks. Quotations—American Patent \$3.75 per sack, American Straight \$2.65 per sack, American Cut off \$2.70 per sack, Shanghai Flour \$3.85 per sack, Australian No. 1 \$2.70 per sack. Saltpetre.—Very firm owing to Calcutta seamen's strike.

between the various parties. As to whether he has been consulted or would be willing to assume the position is now definitely known as yet.

Later. In the native village of General Li Fook-lum (Hok Shan, on Honam) there are some 950 troops who have not yet been disarmed. Li is one of the commanders under General Hsu Sung-chi, head of Sun's expeditionary army, which is now aiming to trap Chan King-ming at his headquarters by pincer movement. Li Lieh-kwan also operating in the scheme.

Last night an aeroplane by one of General Yip Kue's airmen flew over the city, this being the first flight of this kind since the trouble began. The machine later flew over that quarter of Honam where Li Fook-lum's troops are billeted.

Kwangai's Decision.

There arrived in Canton to-day a high military officer from Wuchow, where the attitude of the troops has given rise to considerable speculation of late. It is now definitely known that Kwangai has thrown in his lot with Chan King-ming.

To give practical effect to the alliance between the Army and Navy, it is reported that the payment of the naval men's wages, which forms the principal item in the agreement, will be made by General Yip Kue to-morrow. As a guarantee of good faith, General Yip has stipulated that the money is to be received by forty officers of the Navy in the presence of reputable witnesses.

Dr. Wu's Death.

Canton, Friday. Dr. Wu Ting-fang died at the Kung Yee Hospital at 1.15 this morning, in the presence of his son. He was conscious to the last, but was unable to speak towards the end. The news is received here with the very deepest regret by all parties, regardless of political differences.

Wiring last night, our special correspondent says—The funeral of Dr. Wu Ting-fang will take place to-morrow morning. It will be a simple Christian ceremony. The body will be cremated and sent to Nanchang, Honan. General Yip Kue has sent a message of condolence to Mr. C. C. Wu.

THE LONDON OUTRAGE.

The World Horrified.

(Reuter's Service.)

London, June 23. O'Brien who is charged with the murder of Sir Henry Wilson has been identified as a door keeper in the employ of the Labour Ministry until yesterday. He went to lunch at noon, but did not return. He was previously employed at the War Office. Both he and Connolly are ex-soldiers.

His Majesty the King has sent a letter to Lady Wilson, voicing his inexpressible feelings of horror and grief at the appalling tragedy which has robbed the country of one of the most distinguished soldiers. He conveys his own and the Queen's heartfelt sympathy. The *Pall Mall Gazette* has been officially informed that the late Sir Henry Wilson will be buried in St. Paul's Cathedral.

Campaign of Outrage Disclosed.

Later. All the men detained by the police in raids carried out last night have been released, but one woman has been detained. It is stated that documents seized by the police are of most sensational character and disclose a conspiracy to assassinate many prominent men, and to conduct a campaign of outrage.

Press Comment.

The world has been horrified at the assassination of Sir Henry Wilson.

The French press most strongly denounces the base and cowardly crime, and emphasises Sir Henry's great part in the war and his firm friendship for France. The opinion is expressed that the murder will alienate sympathy from the Irish cause.

American papers express the greatest abhorrence at the crime and fears for the possible effect upon the Irish situation.

German newspaper comments are mostly colourless but the *Vossische Zeitung* declares that it is a damnable attempt to destroy the permanent Anglo-Irish agreement, and must be frustrated by a determination of both peoples to live henceforth at peace with each other.

The King of the Belgians has telegraphed to King George expressing his indignation and sympathy at the murder of Field-Marshal Wilson, who rendered such great services to the Allies' cause in the war. Their Belgian Majesties have also sent condolences to Lady Wilson.

Suspects Not Yet Released.

Later. It is now announced that seventeen men and one woman detained by the police have not yet been released.

COUNTY CRICKET.

The Champions Defeated.

London, June 23. At the Oval, Surrey led on the first innings against Cambridge University. In Surrey's first innings Sandham scored 193, Hubert Ashton, the Varsity Captain, scored 117 and 59.

At Nottingham, the home team defeated Middlesex (the champion county) by 93 runs. For the winners Payton scored 80 and 63.

At Colchester, Lancashire defeated Essex by ten wickets. In the winners' first innings Hollows scored 154.

At Horsham, Gloucester defeated Sussex by 137 runs. For the winners Dipper scored 117 and 103.

At Leicester, the home team led on the first innings against Somerset. In Leicester's first innings Coe scored 123.

At Northampton, the home team defeated Kent by 154 runs, Murdin capturing seven wickets for 44 in Kent's second innings.

HAGEN WINS THE OPEN GOLF CHAMPIONSHIP.

Duncan's Splendid Last Round.

London, June 23. At Sandwich the British Open Golf Championship for the best stroke aggregate in four rounds was won by Walter Hagen (America) with 300.

The Britisher, Duncan, after the mightiest effort, in which he broke the course record, was bracketed second with the American, Jim Barnes, at 301. The American, Hutchinson (the holder) was third with 302.

Taylor was sixth with 304, Mitchell nineteenth with 312, and Kirkwood twenty-second with 313.

Hagen's display was characterised by superb putting. Starting moderately, he improved in crescendo. His brilliance attracted a huge crowd, who, despite their disappointment at the foreigner's success, enthusiastically congratulated him. Duncan's play, however, was a miracle of golf. His final round of 69 is recognised as the finest performance in the Championship in history.

TERRIBLE SIGHTS IN U. S. COALFIELDS.

Intense Antagonism to Non-Unionists.

Herrins (Ill.), June 23. A wounded miner says that he saw fifteen bodies with stones rolled around their necks thrown into a pond. Checking the death-strikebreakers. The miners assert that there will be further trouble if the attempt to reopen the mines is renewed. The wounded in the hospitals state that not a single non-union mineworker was injured in the fighting, but that they were shot down in cold blood after surrendering.

The bitterness of feeling is exemplified by the terrible sights after the conflict. Six wounded strike-breakers at one point were lying in the open with a scorching sun, hundreds of men and women laughing at their appeals for water.

The authorities now control the situation.

PORTUGUESE EX-PREMIER DEPORTED.

London, June 23. The ex-Premier, Sancho Finto, has been deported to the Azores.



Mr. Samuel Gompers, who has been re-elected President of the American Federation of Labour, a post he has held continuously since 1882.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Late Dr. Wu Ting-fang.

Sir,—Permit me to place on record in your valuable journal one of the qualities of the late Dr. Wu Ting-fang, who was an ardent Theosophist and well versed in the study of occultism. Apart from his political movements and his public offices, those who were acquainted with him familiarly will always keep in remembrance his intellectual attainments as well as his genial disposition. His Theosophical friends give him the last solitary address of "Vale pro Tempore."

Yours etc.

THEOSOPHICAL STUDENT.

Hongkong, June 24, 1922.

JAPAN & SIBERIA.

Evacuation Decided On.

Tokyo, June 23.—It is reliably reported that the evacuation of Siberia was decided upon at today's Cabinet meeting.—*Reuter.*

WHAT HAS BECOME OF IT?

German residents in Tientsin are deeply agitated over the disappearance of the head of the statue of Roland from the Tientsin Club. On Armistice Day (1918) this German statue was destroyed, all but the head which, ever since, seems to have been deposited in the Tientsin Club with the inscription on it "Lest we forget." Within the past week or two German residents are understood to have made application to the Tientsin Club for its return, and it is stated that this had been virtually agreed to, but a week ago the head made a mysterious disappearance from the Club and has not been seen since.—*N. C. Daily News.*

News in To-day's New Advertisements.

The week-end programmes at the Coronet and Kowloon Theatres are set out on page 12.

The Admiral Line advise consignees that the s.s. Radnor has arrived from New York.—Page 5.

Whiteaway's are offering special values in ladies' summer vests.—Page 3.

Offo Wiseman can cater for bathing picnics.—Page 6.

"The Way of a Man with a Maid" is the feature film being shown at the Star Theatre this week-end.—Page 4.

The usual dinner dances will not be held at the Hongkong Hotel, Grill Room, to-night.—Page 4.

To-day's Evening.

The closing of the roller on demand to-day was 7.1/164.

Lighting Up Time.

Lighting time to-night—

(Continued on Pages 5 and 16.)

NOTICE.

NOTICE.

HAWAIIAN RECORDS

KAIWI WALTZ	1881
HONOLULU RAG	
MY OLD KENTUCKY HOME	1814
MEDLEY OF HAWAIIAN WALTZES	
KALIMA WALTZ	1874
HAWAIIAN HOTEL	
KAU KAHIO MEDLEY	2202
HAWAIIAN MELODIES	
MEDLEY OF HULAS	2077
WAIU LULULU	
LELIA PASILLO WALTZES	2311
HAWAIIAN DREAMS	
ETC.	

CALL AND HEAR THEM AT

ANDERSON'S.

THE DUNLOP CORD

The finest tyre that money can buy.

LOW PRICE, LONG MILEAGE, NON-SKID.

A Satisfactory tyre.

Give the

DUNLOP CORD

a trial alongside any other tyre.

You will be astonished at the low price.

Apply for a price list.

Stocks carried by the

DRAGON MOTOR CAR Ltd Co.,

24, Des Voeux Road Central.

Telephones 482 and 3552.

APPETIZING

A healthy appetite is most desirable during the Summer months. This can be easily had by having on your table, the most delicious and appetizing

DAW, SEN & CO'S MAJ R GREY or SWEET SLICED MANGO CHUTNEY. BOTH AT YOUR CHOICE.

Daw, Sen's Curry Paste or Powder are also a speciality. A carminative dish, such as good Indian Curry, would do much good to the stomachs of those who drink freely of cold beverages in these hot summer days. Obtainable from all compradore shops and the Universal Providers "one priced" stores.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL 2877.

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C. MOUSSON,
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TAI LEE CHAN

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METAL GOODS and SUNDRY HARDWARE
Telephone 1993. 119, Jervois Street.

THE EASTERN SUPPLY CO.

General Contractors, Builders and Office Fumishers, Ship Upholsterers and Painters.
Office: 21 Queen's Road. Works: Heald St. Warehouse.
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E. HING & CO.

SHIPBUILDING MATERIALS, SHIPHANDLERS AND
HARDWARE MERCHANTS.

PHONE NO. 1110.

25, WING WOO ST. CENTRAL.

DAI NIPPON BREWERY COMPANY LIMITED
SPECIAL BREWERY FOR EXPORT

Asahi Lager Beer

SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)
RUBBER RESTRICTION.

Singapore, June 22.
The International Rubber Growers Association is meeting at The Hague on Tuesday to decide the question of restriction. Mr. Carnahan, President of the International Rubber Company of America, in a letter to the press, declares that the American consumers prefer to pay two shillings a pound rather than risk violent fluctuations later. He would welcome stability through Government action, replacing the present out-throat policy. American consumers receive 10 per cent of the world's rubber and only hold three per cent of the capital and cannot be blamed for the present situation, the responsibility for which rests with the producers and the British and Dutch Governments.

THE MATTER OF A RING.

Chinese Women Squabble.

In the Summary Court yesterday afternoon a case was heard before Mr. Justice Wood in which a Chinese woman residing in Hollywood Road, sued another woman, who at one time lived with her, for \$80, being money allegedly due as the price of a diamond ring. After the hearing of the evidence judgment was given for the defendant with costs. Mr. G. H. Haywood appeared for the plaintiff, Sunz See Koo, and Mr. Leo D'Almeida for the defendant, Wong See Koo.

Evidence showed that Chan Ming, a member of the firm of Tai Hung Jewellers, had given plaintiff a ring to sell for \$80. Plaintiff subsequently stated that she had given it to defendant, who was trying to sell it for her. Several months elapsed, but as the ring was not sold Chan demanded his money. Plaintiff gave him \$80, for which she received a receipt. In the court she claimed that she had paid the money to Chan out of her own pocket and that defendant had neither returned her the ring nor given her the money for it. The only evidence, that defendant had received the money was cited from a statement of Chan who, in the witness box, said that defendant had informed him that she had received it.

The defence was that defendant never had the ring, and that plaintiff had brought the case out of spite for the action of defendant in turning her out of the room which she had once occupied in defendant's house.

M.P.'S LEAVE SHANGHAI.

Fifty of China's M.P.'s who have been spending their enforced leisure in Shanghai during the time that there has been no Parliament, are said to have left to assume their duties afresh. All inducements conceivable seem to be offered to M.P.'s in this part of the country to attend in the capital, even to free journeys over the two local railways. N.C.D.N.

POCKETS, BUT NOT FOR USE



Sketched to-day are two jersey frocks, each with pockets, and each an exponent of simple smartness.

The one-piece jersey frock, though not an original creation of this season, is as popular as the day it was first introduced. One of the most striking jersey frocks seen recently was of beige jersey combined with a soft shade of delft blue. Beige and brown combinations are also very smart providing that just the right brown is chosen.

CAN THE LUSITANIA BE RAISED?

The Philadelphia Expedition.

America has hopes of raising the Lusitania. A salvage company is starting from Philadelphia for the Irish coast with one of the large wooden vessels that were built during the war, and it is the intention, either before or after it has raised the great liner that was torpedoed seven years ago, to attempt to save a number of other vessels that have since been sunk. It is not expected that there will be great difficulty in raising the Lusitania, as her exact position is known.

Naval and salvage authorities in England, however, regard this forecast as too sanguine. In their view it is almost an impracticable project and commercially quite unsound. It is pointed out that there are in the United Kingdom a number of salvage companies well equipped with the best modern appliances for raising sunken vessels, and that if there had been anything commercially profitable in raising those which are still at the bottom of the sea attempts would have been made long ago.

As a matter of fact Admiralty Salvage Section repaired and took into port during the war nearly five hundred ships, whose value in cargo exceeded sixty millions sterling, which had been torpedoed and sunk, or run ashore, or abandoned in a sinking condition. They saved everything that was

worth saving. That was at a time when every ship was of great value, and many of them contained foodstuffs and raw material which were of vital importance to the nation. Even then it was not considered practicable to raise the Lusitania, and to-day the value of shipping has gone down that it would cost a great deal more to raise the great liner, supposing such an enterprise possible, than she would now be worth.

Sir Frederick Young, who was in charge of the Admiralty Salvage Section during the war, and amongst other great achievements, raised the Vindictive after she was sunk in Ostend harbour, and was formerly chief surveyor to the Liverpool Salvage Association, discussed the Philadelphia project in an interview yesterday with a representative of the Observer. He thought it very improbable, although perhaps not absolutely impossible, that the Lusitania can be raised. Certainly, he said, the cost would be out of all proportion to the value which could be expected to be recovered if she were raised. The first consideration in salvage he explained, is always whether, from a commercial point of view the enterprise is likely to prove profitable. In the case of the Lusitania, which has been seven years at the bottom of the sea, she is obsolete and worn out. It would cost as much to restate her as to build a new vessel, and as far as regards specie, we have never heard that there was any on board, that she had amongst her cargo any valuables that

"Strops Itself"

"VALET" Auto Strop Safety Razor

With only two strokes the "Valet" Auto Strop shaves every hair on the face. It is the only razor that shaves the face so close and so safely. A few strokes of the strop are all that is needed to remove the hair sharp edge for which "Valet" blades are famous. The comfort of a "Valet" shave is only equalled by its safety.

THE STANDARD SET No. 1, consists of handle, safety razor, "Valet" Auto Strop, and shaving brush. "Valet" Auto Strop is made in double row head and safety razor. The "Valet" Auto Strop, Strop and Razor are made in London, England. The "Valet" Auto Strop, Strop and Razor are made in London, England.

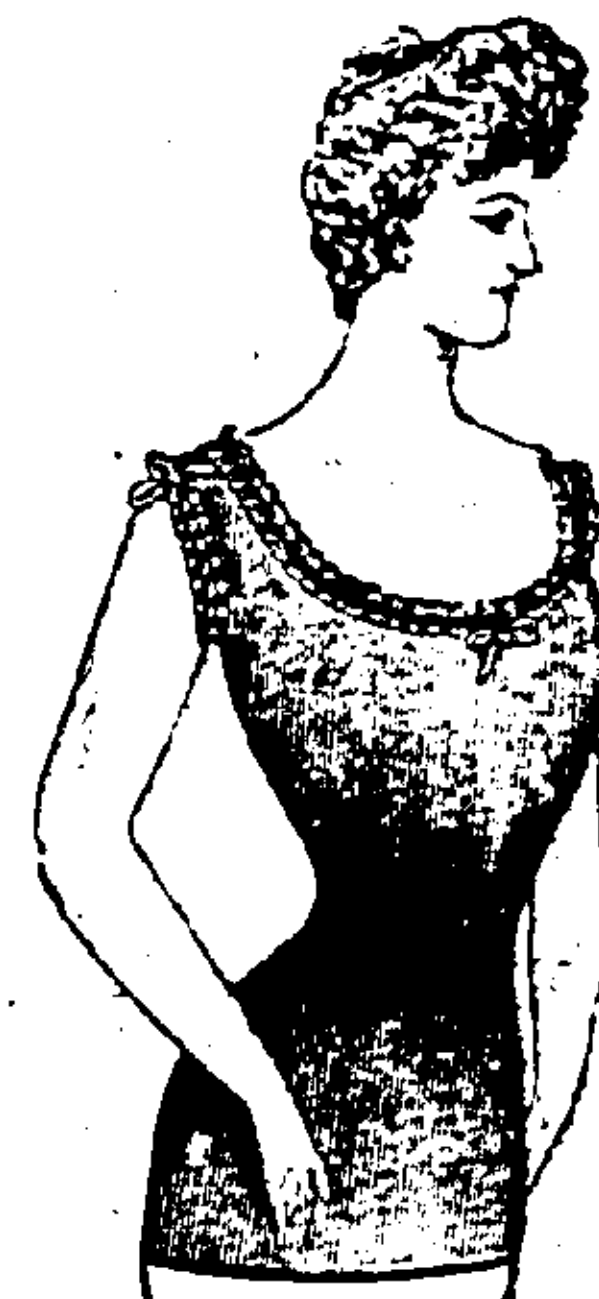
WHITEAWAY LAIDLAW & CO., LTD.

SPECIAL VALUES

LADIES' SUMMER VESTS.

LADIES' LIGHT WEIGHT
RIBBED COTTON VESTS
75 cents each.

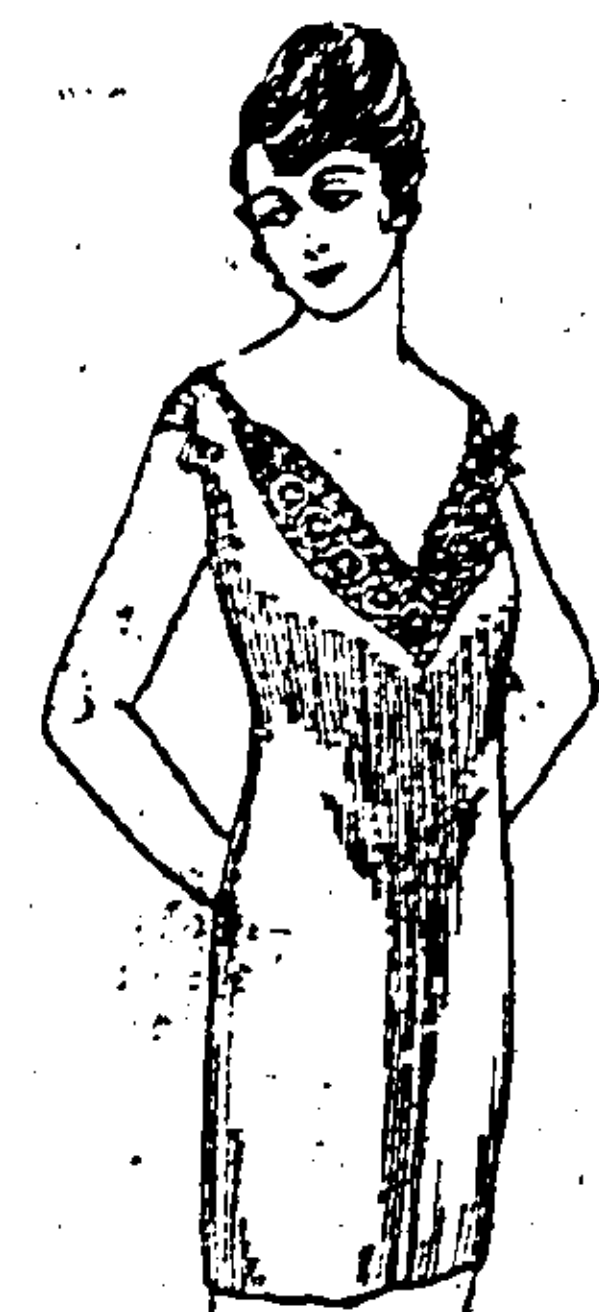
LADIES' COTTON OPERA
VESTS
Size 36 to 42 ins.
90 cents and \$1.00



LADIES' WHITE COTTON
VESTS
Low neck. No Sleeves.
\$1.50 each.



LADIES' COTTON VESTS
CROCHET TOP, NO SLEEVES
S.W. W. O.S.
\$2.50 \$2.65 \$2.75



LADIES' RIBBED COTTON
VESTS
V. NECK, NO SLEEVES.
CROCHET TOPS.

Size S.W. W. O.S.
\$1.75 \$1.85 \$1.95.

DO YOU SHOPPING AT WHITEAWAYS, THE STORE FOR VALUE?

would help to justify the heavy expenditure that would be necessary in any salvage operations.

To build, as some had suggested, a floating chamber nine hundred feet long and a hundred feet wide, and to attempt to raise the wreck by means of steel cables, would involve, Sir Frederick pointed out, an expenditure so considerable as to make the undertaking by that means quite impossible on any commercial basis. There is the alternative method of using compressed air. By this means the box submarine K13, a vessel of two thousand tons, was raised from a depth of fifteen fathoms. But before compressed air can be pumped in to a sunken vessel all the openings have to be closed. And how is this to be done in the case of the Lusitania, lying at a depth of two hundred and fifty feet? It might be possible by means of some bell appliance, but it does not appear to be very practicable. The employment of divers at this depth is out of the question. With the present diving dress it is much beyond the limit at which they can work. The deepest diving that has yet been done is about a hundred and eighty feet, and

that was by an officer in the navy.

It will be gathered, therefore, that the Lusitania Salvage Company of Philadelphia has a very difficult, if not an impossible, task before it, and that in any case the enterprise will require the support of philanthropists or of persons who would not mind what money they lose in the hope of ascertaining all that happened to the torpedoed liner.

FOR YOUR WIFE AND YOU.

As a remedy for one of woman's most troublesome ailments, Pinkettes, the dainty little laxatives, are perfection. They are equally helpful for men. As gently as nature they dispel

PINKETTES

constipation. They cure disordered liver, biliousness, sick headaches, pimples, foul breath by removing the cause. Druggists everywhere sell Pinkettes, or post free at 60 cents the vital from Dr. Williams' Medicine Co., 90 Maclean Road, Shanghai.

NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—Godown suitable for coal or other purpose, with walled space of about 70,000 square feet.—Apply W. S. BAILEY & CO.

TO LET.—New European flat situate in Wantai Gap Road near Bowen Road.—Apply to Comptroller Department of Banque de L'Indo Chine.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Foo & Co.

TO LET.—Offices top floor Prince's Buildings. Apply Harry Wicking & Co.

LOST.

LOST.—White pointer bitch answering to name of "Ping." Reward. Reply to Box No. 740 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

FOR SALE.—Motor Car—six cylinder Roadster. Fine condition. Apply Box No. 742 c/o "Hongkong Telegraph."

THE HONGKONG JOCKEY CLUB.

AN Extra Gymkhana is fixed for Saturday, July 8th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Jockey Club and Causeway Bay Stables. Entries close Tuesday, June 27.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 26th. June, 1922 at 3 p.m.

at their Sales Rooms, Duddell Street.
One 6 Cylinder McLaughlin Buick Touring Car (5 seater) in fine running condition, tyres practically new.
On view now at the United Motor Co's Garage, Wanchai.
Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 27th. June, 1922, commencing at 11 a.m.

at the old premises of BON TON, Queen's Road Central (now occupied by Madame Flint who is willing to sublet half of the shop)
A Quantity of Shop Furniture comprising:
Glass showcases with mirrors, Glass cases and cabinets, Ceiling fans, ceiling lights, shop fixtures and fittings.
On view from Monday the 26th inst.
Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 30th. June, 1922, commencing at 11 a.m.

at No. 10 Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.
A Quantity of Round, Square, Flat and Angle Iron, Iron Plates, and Tubes
Also
1 case Cotton Thread
1 bale Paper
20 bags Mangrove Bark
80 sacks Flour
And
40 tons Dunnage-wood (stored in No. 1 Godown)
Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

ST. JOHN'S CATHEDRAL
Monday, June, 26th. at 9.15 p.m.

ORGAN RECITAL

Violinist:

Mrs. BALEAN

NOTICE.

The Best Authority

If you are in doubt as to the advantage and necessity of Life Assurance, ask your friend a widow. If she is receiving insurance, she can tell you what it means to her. If she is not, she can tell you what it is to do with.

The Sun Life Assurance Co. of Canada.
15 Queen's Road Central, Hongkong.
P. M. Walker, Manager.

WILLIAM POWELL, LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong, on Wednesday, the 7th DAY OF JUNE, 1922, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office, Powell's Building, No. 12 Des Voeux Road Central, Victoria aforesaid, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being marked in the margin in red ink. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purpose, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of the existing Articles and a print of the proposed new Articles which differ from the existing Articles are indicated by the underlining and marking in the margin in red ink. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on Monday, the 26th DAY OF JUNE 1922, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Resolutions (Nos. 1 and 2). Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation. Dated this 27th day of May, 1922.
BY ORDER OF THE BOARD.
H. O. HOLT, Manager.

WE ANNOUNCE THE OPENING OF OUR NEW WORKSHOP IN HONGKONG AT 145 PRAYA. E.

MOTOR ENGINEERS

GENERAL REPAIRS OF ALL KINDS OF MACHINERY.

SPECIALISTS IN MOTOR CARS

MOTOR CYCLES

IGNITION

BARGAINS IN NEW AND USED MOTOR CARS AND MOTORCYCLES

REEVES & CO.
145, PRAYA EAST
PHONES 4002 K-673

BANQUE DE L'INDO CHINE.

NEW ISSUE

500 Fr. BONDS CREDIT NATIONAL 6%, 1922.

Price of issue Frs. 498.50.
Free of taxes, no prizes.
First coupon payable on Jan. 1st 1923.

Can be refunded at the option of either the buyer:
at par on the 1st. of July 1925 at Frs 505.—on the 1st. of July 1928 at Frs 515.—on the 1st. of July 1931 at Frs 530.—on the 1st. of July 1940 or the Credit National: (partially or fully) at Frs 515.—on the 1st. of July 1934.

Subscriptions are open up to the 14th. of July 1922, and will be received by the
BANQUE DE L'INDO CHINE, LOCAL.
MR. V. MARROT, Manager.

FOR SALE.

ABSOLUTELY NEW

- Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
- Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW.115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
- Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders, c/o this Paper.

Messrs. Lammert Bros. are instructed to sell

WITHOUT RESERVE

The Steamship

"KAM MA"

Now lying off Shamshuipoo

under an

Order of the Court

by

PUBLIC AUCTION

on

WEDNESDAY

The 14th. day of July, 1922, at

3 o'clock p.m.

In One Lot

At their Auction Rooms in

Duddell Street.

The ship is a wooden ship of approximately 1800 tons capacity with accommodation for about 800 Chinese passengers.

Length 252 ft. or thereabout

Beam 25 ft. or thereabout

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars apply to:

MESSRS. JOHNSON STOKES and

MASTER Prince's Buildings

or to

MESSRS. LAMMERT BROS. the Auctioneers, Duddell Street.



Commencing from TO-DAY till MONDAY

AT THE

WORLD THEATRE

ANOTHER IVAN ABRAMSON'S MASTER-PICTURE

THE "WRONG WOMAN"

Woman Always Suffers Because Of Man's Foolish Infatuations. They Pay The Price For His Excesses. They Are The Victims Of His Jealousy and Perfidy. No Discrimination Is Made Whether She Be The Right Woman Or

THE "WRONG WOMAN."

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents.
The COWIE HARBOUR COAL CO. LTD.

HONGKONG HOTEL.

THE usual Dinner Dance will not be held in the Grill Room to-night.
Hongkong, June 24th, 1922.

APODICURE

AND MANICURE

Mrs. N. Tschickels
31, Wyndham Street,
HONGKONG PRINTING OFFICE
First Floor, Room 12.

FOR HAIPHONG AND HOIHOW.

Sails for Haiphong and Hoihow every alternate Tuesday.
The favourite passenger steamer HAI-MUN.
(Capt. Charles E. Page).
Hongkong: For Haiphong on Saturday, June 24th, 1922.
Apply Thos. Cook and Sons or Ho Hong Tat, 114, Wing Lok Street.

£1,000 G.P.T. TO CHELSEA HOSPITAL.
Chelsea Hospital for Women has received from its chairman, Sir Frederick Eley, Bart., a donation of £1,000.

THE DYE INDUSTRY.

Important Anglo-German Discussions.

(Reuter's Service.)
(Continued from Page 1.)

London, June 23.

Presiding at the annual meeting of the British Dyestuffs Corporation, Sir William Alexander stated that negotiations were proceeding with the Government and colour users which might have an important bearing on the future of the dye industry. Informal discussions had been held between representatives of the German dye industry and the Corporation with a view to a satisfactory working arrangement which would leave inviolate the principle on which the Corporation was founded, but so far the Germans were not prepared to accept the fundamental principle laid down as a basis of close negotiations.

BRITISH NATIONALITY.

Status of Children Born Abroad.

London, June 23.

A Bill introduced by Mr. Shortt in the House of Commons amending the British Nationality Acts proposes that children born abroad of a British father be British subjects if their birth is registered at a British Consulate and the child, on attaining its majority, asserts British nationality by a declaration duly registered.

MEXICAN EAGLE RESULTS.

Dividend of 15 per cent., but Profits Show Fall.

London, June 23.

The Mexican Eagle Oil Co's trading profit for the second six months of 1921 was 25,800,000 Mexican gold dollars. The dividend for the six months is 15 per cent. A sum of £1,682,000 is carried forward. The profit shows a considerable decrease compared with the corresponding period of 1920.

(Continued on Page 12.)

STAR THEATRE

KOWLOON. TEL 795.

From FRIDAY till MONDAY

23rd to 26th June, 1922

5.30 & 9.15.

Jesse L. Lasky
presents
BRYANT WASHBURN
"The Way of a Man with a Maid"

A Paramount Picture

By Ma M. Evans. Screenplay by Edith M. Kennedy

Directed by Donald Crisp



Why did the man bring a cat along?
No, it is not a joke. Honestly, you never could guess the real reason. So—why not come and see the picture?

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

ACHILLES 4th July London, Rotterdam & Hamburg
ATREUS 11th July London, Rotterdam & Hamburg
PYRRHUS 15th July London, Amsterdam & Antwerp
ELPENOR 25th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE

DEMODOCUS 2nd July Marseilles, Havre, Liverpool & G'gow
DANFA 16th July Genoa, Marseilles, Liverpool & G'gow
KEEMUN 4th Aug. Genoa, Marseilles, Havre & Liverpool

PACIFIC SERVICE

TYNDAREUS 11th July, Victoria, Seattle & Vancouver
PROTESILAUS 1st Aug.

NEW YORK SERVICE

PHENIX 5th July, via Suez
CYCLOPS 25th July, via Suez

PASSENGER SERVICE

PYRRHUS 18th July for Singapore & London
MENTOR 23rd July for Shanghai
MENTOR 22nd Aug. for Singapore & London

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:-

For Steamers To Sail
BANGKOK 25th June at 4 p.m.
BANGKOK 29th June at 4 p.m.

For further particulars apply to:-

BUTTERFIELD & SWIRE,
(JOHN SWIRE & SONS, LTD.)
Agents. Tel. 36

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:- To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings to Macao Daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)
Sailings from Macao Daily at 8 a.m. & 2 p.m. (Sun. at 3.30 p.m. only)
Further information may be obtained at the Company's office, 4A Des Voeux Road Central, Messrs. Thos. Cook & Son or the American Express Company, Hongkong.

GENERAL NEWS.

JAPANESE INVESTMENTS IN MANCHURIA.

The registered capital of the Japanese commercial and industrial enterprises in Manchuria is ¥934,835,000 for those based on the Japanese money unit and 382,000 yuan and 250,000 roubles for those capitalised on the Chinese and Russian units. The paid-up capital amounts to ¥501,070,000 for the first, the latter being entirely paid up. Since last year new companies capitalised at ¥203,743,000 have been registered, and paid-up capital has increased by ¥154,527,000.

13,000 MILES TO WED-LOCK UNMARRIED.

Miss Sarah Wilkinson, of Bledworth, Notts, who travelled 13,000 miles to marry a rector in New Zealand and changed her mind when she got there, has now returned to the home of her father, a miner. Rev. J. T. Pattison, whom she went out to marry, was formerly rector of Bledworth, and the couple had been engaged for some time before he accepted a living in New Zealand. Miss Wilkinson said that Mr. Pattison was quite willing to marry her, but she could not be drawn as to the reason for her change of mind. A neighbour pointed out a difference of twenty years in age.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

The Motor Vessel

"OLENBEG"

having arrived from the above ports, Consignees of cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 26th. June, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 26th. June, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 18th. June, 1922.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship

"BENLEDI"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods remaining undelivered after the 29th. inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 13th. July, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where it will be examined on the 29th. inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 22nd. June, 1922.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell it your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"RADNOR"

having arrived from New York, via ports, on June, 23rd, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf Godown Co., at Kowloon and stored at consignees' risk. Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on June, 25th, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered after June, 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
United States Shipping Board
Emergency Fleet Corporation,
Managing Agents,
THE ADMIRAL LINE.

5th Floor, Union Building,
Hongkong, June 23rd, 1922.

BURST TYRE AT 134 MILES AN HOUR.

World's Fastest Cars Race at Brooklands.

Some of the world's fastest cars being in competition at Brooklands last month, there were several thrilling races with record performances.

In the Lightning Short Handicap, K. Lee Guinness, on a 12-cylinder Sunbeam, attained a speed of nearly 140 miles an hour, and just defeated Philip Rampon, who drove a Fiat, on the post.

Misfortune attended the Sunbeam in the Lightning Long Handicap. After being timed over the half-mile at over 134 miles an hour—seven miles better than the previous record—a front tyre burst as the car was coming off the far banking to the finish, and Guinness had to retire.

The race was won by E. A. D. Eldridge on a Isotta-Fraschini.

DEMPSEY-WELLS TOUR.

Round of Music-Hall Bouts.

Just before he left Waterloo Station on his way home, Jack Dempsey said that he expected to be back in England in about three months and that he would then tour the music halls.

"I shall probably have Billy Wells for a partner in the exhibition bouts," he said. "I am anxious to have him, for not only is he one of the prettiest fighters you have got but he is one of the nicest fellows one could meet."

Dempsey also spoke of his next big fight.

"After my tour I shall go into training for three months for the Carpenter fight. I shall train at Mr. James White's house at Epsom."

Dempsey is taking back with him two bull terriers presented to him by Mr. Harry Preston, a Brighton promoter.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET.

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS:—"TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 22.

CALL PLAYS "T" OVER "ANG PENNANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

A CRICKET PRECEPTOR.

Australian Skipper as Author.

Warwick Armstrong needs no introduction. We know him as driver and stonewaller, as untiring bowler of things unobtainable in those high, old and far-off times when the enemy was as likely to be the clock as the Australians, and as a mid-on who would raise a large hand to about the altitude of the gallery at Lord's and retain it in the ball which was to have pitched just short of the deep field.

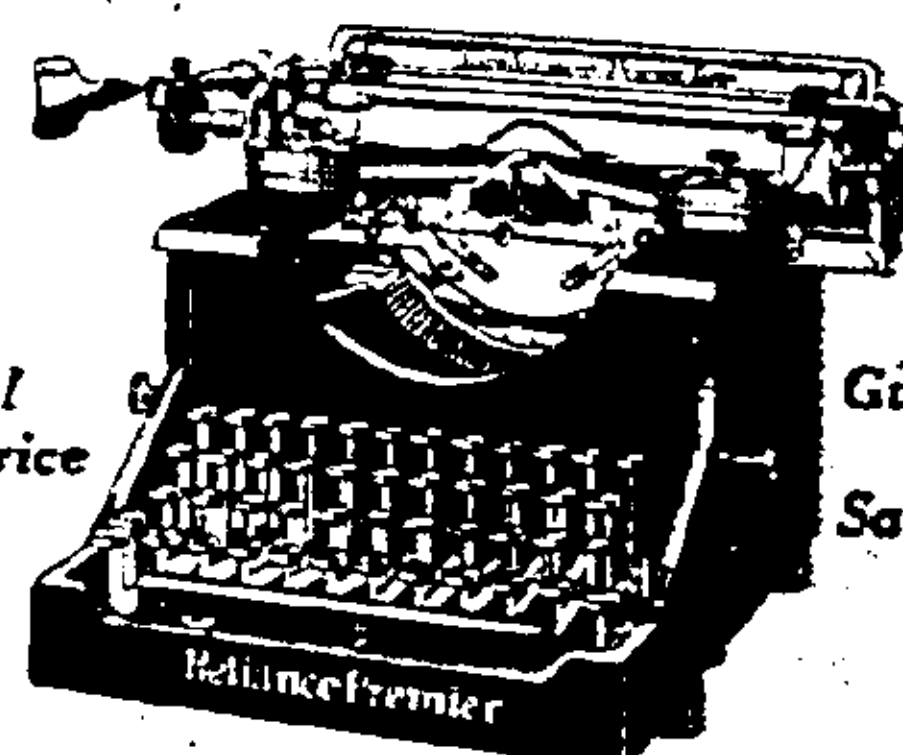
In his book, "The Art of Cricket," however, we meet him, also in another capacity—as "the wonderful nurse" who takes the child upon his knee. English cricket is the child, and if the child fails to learn how it is done it is not the fault of Mr. Armstrong. Much of the book takes the form of the instruction to the young cricketer, and as all cricketers are eternally young all should profit by it.

We conceive Mr. Armstrong as saying, "This is what I did when I was nurse to Master Gregory," and we soon understand how his young charge came to display such remarkable spirits at his parties. There was always an eye on that invaluable bowler and an admonitory voice to warn him not to do too much. It was not only that he was rested before big matches, and taken off in others when lesser bowlers were equal to what was necessary; but how he was cherished off the field with a solicitude to be gathered from this passage—

"Bowlers should never carry heavy objects, such as cricket-bags, for any length of time before a cricket match, since such treatment interferes with the repose of the nerves and tends to stiffen the shoulders, which is just the last thing a bowler wants to happen to him. If a cricket-bag has to be carried by a bowler, let him use the arm with which he does not bowl."

This extract must not be taken to imply that Mr. Armstrong is a mollycoddle; no one would doubt his courage who has seen him resume after being "cut over" by English teams in Australia. The care with which Mr. Armstrong nursed the team he cap-

Montgomery Ward & Co.
CHICAGO, U. S. A.



Special
Sale Price
\$115
Mex.

Guaranteed
to give
Satisfaction

Our RELIANCE PREMIER is the equal of any typewriter selling for double the price.

This Reliance Premier is a regular standard typewriter, very similar to high grade machines in use in business offices the world over. But no other typewriter embodies all the improvements to be found on the Reliance Premier. It is a single shift, standard keyboard business model. The Reliance Premier is now universally used in offices, schools, hospitals, colleges and homes throughout the world. When you buy a Reliance Premier you pay only for the machine value and not for a name made high priced by expensive advertising.

We have a limited stock of these typewriters in Shanghai. Take advantage of this special value by sending your order without delay to:

MONTGOMERY WARD & CO.

National Y. M. C. A. Building 20 Museum Road, SHANGHAI

Have you obtained your copy of our FIFTIETH ANNIVERSARY CATALOGUE? It describes a complete line of general merchandise—everything for your personal wear and use, and for the home. This big book will be sent free upon request by our Shanghai office.

to which he has submitted the game in order to find out how energy and runs may be saved. He mentions another device for propitiating the Higher Powers, but ascribes it to our own Test Match cricketers.

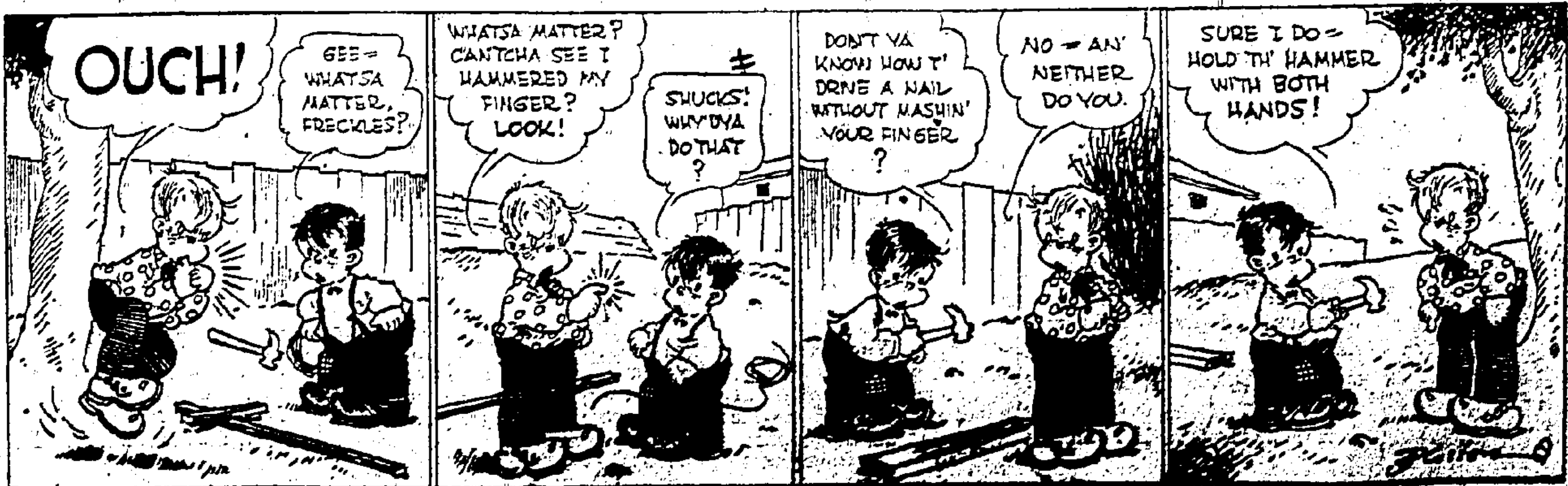
"Another point worth knowing is the soaking of the sole of the sock with whisky, which tends to take away that tired feeling at the tea interval when one has been bowling or running about all day on a hard ground. This used to be practised quite a lot by English teams in Australia."

The care with which Mr. Armstrong nursed the team he cap-

FRECKLES AND HIS FRIENDS

Safety First

BY BLOSSER



DEWAR'S WHITE LABEL

SCOTCH WHISKY

maintains its pre-war world-wide reputation—
high quality—real age, and fine flavour.

SOLE AGENTS:—

S. WATSON & Co. Ltd.

WINE & SPIRIT MERCHANTS.

Alexandra Building:

Phone 616.



JUST ARRIVED VICTOR RECORDS FOR MAY

S. MOUTRIE & Co., Ltd.

Exclusive Distributors.

LANE, CRAWFORD, LTD.

FOR QUALITY AND SERVICE.



NEW WHITE SHOES

IN CANVAS, BUCK AND KID

EXTRA LIGHT LEISURE SHOES

CANVAS WITH RUBBER SOLES,
SMART LOUIS HEELS

\$7.50 per pair.



BATHING PICNICS.

Let Cafe Wiseman's

Catering Department supply you with Luncheon or
Tea for your Picnic.

No worry or trouble to yourself.

Simply give your instructions a few hours before
starting. Cafe Wiseman will do the rest.

Boys sent if desired.

CAFE WISEMAN.

The Remington Portable

is the outstanding success
among portable typewriters
—it supplies the highest
typewriter efficiency within
the smallest possible space.

And the reason is—
it's different

The Remington Engineers
found that the problem of
building a portable type-
writer of true Remington
quality was not to be solved
by following familiar lines
of construction. It demand-
ed originality of conception,
combined with inventive skill
of a high order. In short, it
called for something new—
and different.

And the Remington Port-
able is successful—because it
is different.

MUSTARD AND CO.

Distributors.

17, Connaught Road, Central,
Tel. No. 1138.

The Telegraph.

HONGKONG, 24th June, 1922.

THE LATE DR. WU.

There is peculiar sadness in the
fact that a man like Dr. Wu Ting-
fang, whose whole life was spent
in the very highest service of his
country, should have been sacri-
ficed to the impossible schemes
of a visionary. Yet that is
what has happened. With some-
thing like a childlike faith, the
late Dr. Wu believed that Sun

Yat-sen was destined to be the
liberator of China from the
thrall of militarism and cor-
ruption and he so wished to be
identified with such a movement
that he was content to forego the
peace and quiet of the retired
life that should have been his.
Despite his age, he was mentally
alert and ever active in what he
thought was a good cause. The
pity of it is that he pinned his
faith to a man who proved to
be so shallow and impractical,
so full of self-aggrandisement,
so doomed to ride to a fall. Dr. Wu
saw, as few Chinese men have
seen, the necessity for China to
adopt the best that the West
could teach her. He grew im-
patient with the corruptions of
the old Manchu regime and help-
ed in its overthrow, he resisted
the efforts of Yuan Shih-kai to
assume a dictatorship and he
strove for honesty in adminis-
tration. He was responsible for the
very first railway built in China,
he strongly advocated trial by
jury even back in Monarchical
days; he later encouraged the
municipal improvements which
have been carried out in Canton,
and, in a recent talk to the
writer, was particularly anxious
that foreign assistance should be
given to the building of wide
motor roads throughout China.
He realised that China had to
shake off her drowsiness of the
past and he gave his life in a
cause which he was convinced
would lead to better conditions
for the people as a whole. A
widely-read scholar, kindly and
courteous, he was ever ready to
give his aid and counsel in
critical times. His life would
indeed make a model for the rest
of his countrymen, especially to
those—alas, all too many—who
seek position and power to
further their own vainglorious
ends. In spite of the forlorn hope
with which he was identified
when he died, Dr. Wu's career
stands out above all others in
modern China, for he spent his
time and means without stint to
further the ideals he had so much

at heart. He was endowed
with courage, light-heartedness
and energy, and fairness and
frankness marked all his deal-
ings. A truly great son of a
country with a great past; one
who aimed to give her an even
greater future. The hope of all
who wish China well will be that
she may soon reap the harvest of
peace and prosperity he worked
so assiduously to hasten.

Disturbances of Peace.

We are glad that a correspond-
ent wrote us yesterday regarding
the throwing of fireworks bombs
in Kowloon. The protest has
come none too soon. Thursday
night was not the first time
Kowloon residents had been dis-
turbed at night by this foolish
practice, though, if anything, it
was worse than ever before.
The explosions could be
heard over a very wide area in
the peninsula, and, as our cor-
respondent remarked, they were
particularly startling to young
children. There were really two
spells—one at about 10.30 and
another just on midnight, by
which time most folk were in bed.
We have reason to believe that
the offenders were European
young men, and we trust that
yesterday's letter and these
observations will come to their
notice. There are young people
in Kowloon who have not even an
elementary knowledge of common
manners, and whose conception
of enjoyment appears to be the
annoyance of other people. These
bomb-throwers are in that class.
They are even worse than the folk
who make night hideous with
jamborees carried on until the
early morning. If they don't
know it, we can tell them that
they are liable to prosecution for
their unruly behaviour. And we
shouldn't be in the least degree
sorry if one of these night
police were to rope some of them
in. In the interests of public
peace and quietude in the resi-
dential areas of Kowloon, it's about
time some definite action were
taken.

An Atrocious Crime.

Words cannot well express the
sense of calamity at the atrocious
deed which ended the life of
Field-Marshal Sir Henry Wilson.
In the individual sense it has cut
short the life of a highly dis-
tinguished Irish officer, and one
who had resigned a leading
appointment in the Army to
assist in the pacification of his
native country. In the political
sphere, there are fears that the
iniquitous act may lead to
reprisals in Ulster, and in any
case it will introduce further
complications into a long-standing
and peculiarly difficult
problem just as the signs
were becoming more hopeful.
Assassination has always been
held in special abhorrence in
England, and the circumstances
of the present case render the
crime as dastardly an act as
could be imagined. It must be
supposed that the two assassins,
who appear to be members
of the I.R.A. (though that
organisation says they were not
I.R.A. "regulars"), belonged to the
irreconcilable republicans, whose
rabid partisanship, degenerated
into insensate ferocity against
those working for the country's
good upon different and saner
lines. That nothing might be
wanting to the atrocity, the
murderers perpetrated their foul
crime just as the Field-Marshal
had returned from unveiling a
memorial to the Great Eastern
Railway employees who fell in
the war. It is tragic indeed that
a distinguished soldier who had
survived many perils in the field
and had attained one of the
highest military posts should
have his life thus terminated at
the comparatively early age of
fifty-eight. The black crime was
increased by the action of the
assassins in firing at their
pursuers, through which, accord-
ing to one report, a con-
stable's life also was lost. In all
the circumstances, it is not
astonishing to read that the
crowd with difficulty pre-
vented from inflicting summary
justice upon the miscreants.

China's Masses.

Dr. Solf "gives it up." The
former German Colonial Sec-
retary, who recently paid a
visit to Shanghai, Hankow and
Peking, has found China an
enigma. "China is a colossal,
politically and economically, with
untold sources of development,"
he says. "What the future of the
country will be—whether unity
will come out of the present fac-
tional strife only a prophet can
tell; and I am no prophet. But

DAY BY DAY.

THE WAGES OF SIN IS DEATH.

The Garrison School swimming
sports are to be held at the V.R.C.
on Wednesday next at 2 p.m.

The official rate of the dollar
for the month of July, 1922, on
the China Station, will be 2s. 7d.

Tenders are being invited for
forming a road from the Western
end of Robinson Road to Conduit
Road.

A number of small landslides
have been reported from the
Castle Peak district between
King Kau and Tsing Nung Tau.

Major L. Chevenix-Trench,
C.M.G., D.S.O., arrived in Hong-
kong by the s.s. Pyrrhus and has
assumed the duties of G.S.O. (II).
He is a Royal Engineer.

The police have received re-
ports of a number of minor
robberies of cash and other
valuables, as well as one case of
highway robbery, Chinese being
the victims.

His Excellency the Officer Ad-
ministering the Government has
appointed Ma Sai On to be a
Forest Officer for the control
and superintendence of the forests
of the Colony.

Capt. and Bt-Major R. B.
Young, Sherwood Foresters, has
now ceased to perform the duties
of G.S.O. (II) and resumes the
duties of G.S.O. (III) in place of
Lieut. H. R. Donovan, R.G.A.

The Governor-in-Council has
appointed that the area, inland
Lot No. 2334, between the two
hundred and three hundred feet
contours on the slopes of Mount
Caroline, be a site of a permanent
cemetery for the unidentified vic-
tims of the 1918 Race Course
disaster.

The Government proposes les-
sing certain portions of the fore-
shore and sea bed at Shaukiwan,
comprising about 9,300 square
feet. The Crown rent is to be at
the rate of \$250 per acre per an-
num and the lessee is to erect
buildings of a value of not less
than \$10,000 on the lot within 48
months from the date of grant of
the lease.

We have received from the
British American Tobacco Com-
pany a very attractive calendar
for 1922, entitled "The Vanities,"
and also an ingenious hand-fan
which can be propelled
between the fore-finger and
thumb. It is an extremely
effective little contrivance and
takes but the minimum of energy.
To purchasers of five tins of
Westminster "Specials" at the
B.A.T. office, the Company will
present one of these fans gratis.

The B. I. steamer Arratoon
Apcar, which for nearly thirty
years has been running between
Japan and India, is to be sold.
The vessel was built in 1896, for
the China Mutual Steamship Co.,
being christened the Hyson. She
was sold to the Apcar firm in
1899, when she was given her
present name. The B. I. S. N.
Co., which is now associated with
the P. and O. purchased her in
1911. The length of the Arratoon
Apcar is 425 feet, her beam 48
feet and her gross tonnage is
4,510 tons.

from my observations, I would say
that the recent military turmoil
and political upheaval have had
little effect on the general mass.
These millions of uneducated
people continued about their daily
toil during the civil strife as
though the entire country was at
peace. China is an enigma," Dr.
Solf, it may be presumed, only
saw the Chinese at the Treaty
Ports, and it is not surprising that
he should have found them work-
ing there as usual, these places
being outside the war zone. Still,
his remark agrees with what has
been found to happen in China
generally. Perhaps closer in-
spection would show that the
masses are not so untouched by
the military and political events,
though. In some respects the
masses have lately been found
very responsive to new influences.
Do Westerners look for a trans-
formation too quickly, consider-
ing China's size? The "Unchang-
ing East" certainly is changing.
But when will the new structure
assume tangible shape?—that is
the enigma.

Between Ourselves

By Robt. MacWhirter.

Last week and I got to think-
ing about you sad business at
Stonescatters and how Mr.
Knight jumped off the launch to
try and save the poor chap. You
were courage right enough. Man,
I'd give anything to be able to do
a thing like that. I think I
must have been drowned in
a former life for I've aye had
an awful horror at letting my
feet off the bottom. Joe, he
snickers whenever I let on about
a previous existence. But I'll
come to that later on for I'm in
the mood to be terribly serious
this week.

Courage.

This matter o' courage has been
running in my head for days past.
I was greatly taken up w' read-
ing Sir James Barrie's St.
Andrews University Rectorial
Address on this same subject. Man,
you bit he read gave us about
Scott's last letter was terribly
gripping. And I see that Dean
Inge has published a lecture
on "The Victorian Age" which is
nothing more or less than an
essay on critical courage. I don't
know rightly which of the two,
the physical courage or mental
courage, is the greater. Some
folk when they think they are
critically courageous are merely
impertinent. I'm given that way
myself at times. After all, it
takes no great deal of nerve to sit
back and criticise the Govern-
ment, or some poor devil at
Canton. If only half were said
to the man next door we would
have a nice, fat black eye
coming to us. And serve us
right. We often think that our
courage is the courage of our
convictions. If some o' us had
the number of convictions we
think we have, we'd spend most
of our worthless lives in gaol. No, our
courage must also be the courage
of common sense. If that was
the only kind o' courage we could
show there would be fewer heroes
going around, mind I'm telling ye.

A Serious Business.

Of course, a lot of what we call
courage is merely the con-
comitant of physical well-being.
None of us have any time for the
large lump that's aye putting out
his chest and socking the wee
fellow one on the jaw. I mind
once in Liverpool seeing one of
these big stiff catching it from
a bit shaver o' a lad, nearly ten
hands high and weighing about
75 lbs counting the
watch in his pocket. I'd
like to describe the
battle, for I had a personal in-
terest in the affair, me afterwards
being laid out cold with an empty
beer bottle. But this is a serious
article. No, mind ye, but what it
was serious enough getting seven
stitches in your head, forbye
wakening up in a police station.
As I was saying, I've often
wondered what would happen if
I were ever called upon to do
something that required real
courage. That's the worst o' hav-
ing a cursed imagination. Ye live
the ordeal a hundred times before
it has time to get your length.
And yet hundreds o' thousands of
our lads had to go through
this same thing, underneath
screaming lumps o' iron, before
they passed the bar of their own
conscience, and acted the way
they did. I take off my hat to
them, everyone of them.

Is it Memory?

I dinna want to keep writing
about something I know nothing
about but at times I canna
help thinking that a lot o' our
mental attributes at least, spring
from a previous existence—from
the times we were in the world
before. Like Joe, you laugh and
maybe think me crazy. Mind
ye, I don't absolutely believe that
I've been in the world before.
I've only, because of certain
memories, got this idea
into my head. It may
just be—that what affects
me at times, are only the frag-
ments of dreams, the result of
reading or sheer superstitious
imagination. But there they are.
And because of them, I've an
idea that I can never really be
courageous, at least in a physical
sense.

For instance, when I first heard
the buzzing, whining sound of a
diabola my stomach turned right
over and I felt like putting my
fingers in my ears and running
away. I'd read, I think it was
something by Andrew Lang
about the bull-roarer, and the
wicked sound of the diabola just
seems to fit what I imagine was
the summons of the bull-roarer
which, when it is whirled in the
air, produces a loud roaring noise.
They tell me that this instrument

is a very early savage invention
and was used to call the males
of the tribe or community to
council. Anyhow, whether I was
a Greek or a naked aboriginal I
associate in some terrible way
the sound of the diabola w' some
by-gone summons from my
kind when I imagine
something happened to me
that wasna particularly
nice. Ay, laugh if you like. Old
novelists stuff, I hear you say,
Kipling, Jack London and the
rest. But it's terribly real to me
for all that. Joe says this big
picture at the Coronet touches
on the same theme. Let that be
as it may. I've got my own
pictures and they don't cost me
\$2 a time either.

Or Through Reading?

Another thing I never did like
and that is being out in the
moonlight. The greeny-blue
radiance always brings me in
mind o' a night centuries ago. It
is bitterly cold and I am on
horseback. I canna see my face
or the likeness of the half-dozen
others that are w' me. But my
it is cold, and I'm afraid. What
off, I don't know. The horse is
anxious too and keeps twitching
its ears and wanting to go back-
ward all the time. I have a
long kind o' cloak around me and
we often pass under trees. On
the left of the picture is the sea,
calm and bright. Is it robbers
I am afraid of? I don't know
for I never can remember
anything else.

Or Merely a Dream?

Another queer thing about my-
self and I'm finished. Whenever
I'm ill I never feel that I'm really
on the mend until I've had a
great, big drink of cold, clear
water. And it's got to be a big
drink and the larger the vessel I
drink out of, the better I'm
pleased. The last time I was in
hospital Sister simply shrieked
about laughing at the size of the
empty glass jug at my bedside.
The reason for it? Well, I don't
know. I see myself in an age
before clothes were fashionable
and when most every one painted
their bodies and practised private
murder w' euthasim and skill.
I'm a very sick man. I don't
know whether I'm wounded or
merely have the tummy-ache, but
for a long time I've lain in the
undergrowth. I can hear water
running. For a while I never
heeded, whether from weakness or
fear, I know not. By and by I
started crawling in the direction of
the gurgling sound. I come to a
river and after a careful look
round I bend over and drink and
drink and drink till I'm fit to
burst. After which I withdraw
again into the bushes, content
and feeling that it's only a ques-
tion of time until I'm on my feet
again and running about as
usual. No, I never see my face.
I might be a red Indian for all I
know. This scene might also be
a dream, a tiny splinter of
delirium left behind. I'm no
telling lies anyway. If I
was, I hope I can tell a
better one than that. And I
don't need any more water w'
it either for I've been on the tack
this fortnight back, in fact ever
since the cook stole the remains
of our last bottle o' cumshu
whisky.

Or Simply Sheer Nonsense?

But seriously, what do you
make of it anyway? Is it all
sheer nonsense or do you think
there might be something in it?
Psycho-analysis is much talked
about and practised nowadays.
Lots of folk are supposed to be
discovering something fresh about
themselves all the time. Apart
from that which we do know about
ourselves, truly an awful aggrega-
tion of conflicting motives, ten-
dencies, hereditary traits and the
influences of environment, isn't
there room, don't you suppose,
for powerful motives to predominate
at times caused by forces of
which we know nothing? Isn't
it possible that these silly imagin-
ings of mine may just be a
glimpse of things through the
backdoor of my individual history.
I'm no so sure. Indeed, he
would be a fool nowadays who
was sure of anything. May not
our philanthropy, our misanthro-
phy, our fears, our courage, be a
legacy handed down the ages?

(Continued on 2 page 1-2)

BETWEEN OURSELVES.

(Continued from Page 6.)

One thing we are certain of, and that is uncertainty. We are not sure that we know where to draw the line between the living and the dead. We have been told about the things which are "as dead as a door nail" but in the light of present-day science the door nail is far from being dead. The atom which only yesterday was supposed to be inert and undivisible has been found to have distinct forms of energy. Aye, it would seem that we know not the boundaries or the limits of life. Maybe nothing is dead; maybe life is immortal in everything; indestructible; perpetual.

If that is so, the mystery of living before is maybe no so mysterious after all. It would seem that the only thing we are uncertain about in this connection is the mechanism of the revelation. Is it no possible that each and everyone of us have a shadowy counterpart of other days egging us on to do good, frightening us or in purely Mephistophelian role driving us at times to do things of which our better judgment violently disapproves. There are more things—Horatio—

I Leave it to You Partner.

Ay, laugh. Call me a fool if ye like. Hard words break no bones. Some folk have really run up against evidence of something that I've been trying desperately hard to express in mere words, and have never even given the thing an after-thought. I once knew a man that (these were in the days before the war) went on a fortnight's tour on the Continent. Well, to be exact, Belgium. I mind one night of him telling me of his experiences. One particular incident, I was very much struck with. It was his description of a certain village and how when he entered it first, it came to him like a flash that he had been in the place before. It struck him so much that he began to tell his companion the kind of houses they would see when they turned the next corner. And his descriptions are fitted to a hair's breadth. I asked him what he made of the thing. He couldn't tell me, couldn't even hazard a guess. One thing I'm perfectly certain about: he had never been in Belgium in his life before. And these were in the days before the picture-houses began to show us how people of other nations put in their time when they hadna a war on their hands. Now, how do you account for that? Another thing, the chap I'm speaking of hadna imagination enough to make up a story like that. What's more forbye, he was a bricklayer to trade. If he'd been a plumber now, it would have been different. Did he dream the thing or had he been there before, at a time previous to his learning the building trade? I leave it to you partner.

Then again we meet a chap for the first time. We feel that we have met him before but where we do not know. It's no' as if he is like someone we know already. It's sometimes very awkward, especially if it's a lady. We've seen the face before but we canna place it. Is it that in some past life we have been in close contact with the same physiognomy? Is it that down the main street of memory we merely keep up a nodding acquaintanceship? Or is it that our eyes play hide and seek with our brain and in order to absolve ourselves we prefer to maintain our self-respect by making a mystery out of sheer foolishness? The stage illusionist's best advertisements are those of his audience who prefer to see the miraculous rather than admit that they were being deceived.

Who Knows?

Carry the question of this matter of recognition of those of a previous life a little further. You know how, every now and again, we take an intense dislike and antipathy to folk we meet for the first time. It's no' altogether a matter of character-reading at first-glance. We don't like the fellow, don't want to like him, never want to like him. And all the time, from all accounts, he may be quite a nice chap. Do we not have such instinctive dislikes because the man we detest has something in looks common with somebody who in the long-since past has done us an injury or of whom we have had reason to be afraid?

But I've nearly got to the end of my space and speculations. Like most of the latter, I'm afraid they will be without profit. Still, some of my readers may have had mental experiences similar to my own. I'll be glad if

they'd drop a line, even if its only to tell me how foolish is such a brand of conjecture. But they've got to show me just how foolish. Perhaps, there are on the bookshelves of the world treatises already written on the subject setting forth in scientific language the causes which go to make such sad cases fit for restraint and mental treatment. Or perhaps, after all, it is only the instincts of thousands of dark-fearing and superstitious generations which cause these mental pictures and upset our intellectual poise. Who knows?

TWENTY-FIVE YEARS AGO.

A Glance at our Files.

June 19, 1897.

THE JUBILEE.

The Chinese residents began their Diamond Jubilee jubilation in earnest to-day. In the western part of the city the air was fairly filled with Chinese music, and at the puppet show stands in Bonham Strand immense crowds gathered to witness the performances, which all had the usual noisy orchestral accompaniments. Some of the Chinese arches are remarkable for their wealth of oriental splendour. In some instances they tower over three storey buildings, and the lamps and glass pendants are fine specimens of Eastern decorations. The musicians, who are to play at the bases of the arches, were busily rehearsing to-day and in places vehicular traffic was greatly impeded by the crowd.

JUBILEE HONOURS.

Sir William Robinson, the Governor of Hongkong, Mr. R. F. Saunders, Colonial Treasurer of Ceylon, and Mr. F. A. Swettenham, C.M.G., Resident in the Federated Malay States, have received the Grand Cross of St. Michael and St. George.

CHINESE SHOPS IN KOWLOON.

We notice that yet another advance is to be made by the Chinese population of Kowloon towards the European quarter of that suburb. Part of the garden of the Kowloon Hotel, facing Robinson Road (now Haiphong Road) is now being cleared as a building site on which Chinese shops are to be erected. It appears that one of the greatest advantages of Kowloon, its freedom from the usual surroundings of a large Chinese population will shortly cease to exist if the building of rows of Chinese shops continues at the present rate. Surely European houses pay better and there is plenty of room for the erection of many more which would readily let.

THE CELEBRATIONS.

The public of Hongkong are certainly to be congratulated on the manner in which they carried out the celebration of Her Majesty's Jubilee. All classes and all nationalities vied with each other in doing honour to the most beneficent and most noble Monarch the world has known, and had it not been for somewhat unfavourable weather conditions the display in Hongkong would have been the finest seen here. All the functions were largely attended and many thousands of visitors, principally Chinese from Canton, Amoy, Shanghai, Macao and other ports, came to Hongkong and helped give to the place an unusually animated appearance. Now that the Jubilee is a thing of the past, it is only fair that a word of praise should be given to the General Committee. Their work has, indeed, been arduous but the self-sacrifice and singleness of purpose shown by all the members had a result that was in every way satisfactory, and the enthusiastic co-operation of the public must have been made their work more a pleasure than a duty. At noon on Tuesday all the warships including the Spanish cruiser and a Chinese gunboat fired a royal salute of 60 guns, and they with the merchant vessels in port, were dressed in bunting on both days. The Victor Emanuel flew the Royal Standard at her main and the Empress of India flew blue ensigns at her three trucks.

ANOTHER HONOUR.

The Hon. C. P. Chater, of Hongkong, has been appointed Companion of the Order of St. Michael and St. George.

DEVELOPMENT OF KOWLOON.

The road from Yau-mat to the Cosmopolitan Docks is being proceeded with rapidly, in addition to bringing the Docks and Oil Tanks within reach of the Kowloon wharves by ricksha, will doubtless

enhance the value of the land on either side of the road, where we may shortly expect to see rows of Chinese houses erected and tenanted, as is the case with most of the houses in Yau-mat, by small manufacturers. Considering that the new road traverses one of the busiest portions of the Kowloon peninsula, we can only express surprise that the work was not undertaken and completed years ago.

THE SOLDIER IN POLITICS.

General Townshend and His Electors.

General Townshend has intimated that he will not contest the Wrekin Division of Shropshire at the next general election. In a letter to the electors he writes:—"I have now decided to quit political life, for which I find the soldier who has spent 33 years' service working for the Empire is not adapted. I have resolved to return to a more suitable field in which I can work for my country."

The Conservative and Unionist Association of the Division has selected Mr. Howard S. Button, of Hillingdon, a member of the Middlesex County Council and chairman of Alfred Button and Sons, of Uxbridge, as the prospective Unionist candidate.

HOUSE SEALED UP FOR SIXTEEN YEARS.

Aged Fisherfolk Dispel a Ghostly Brighton Legend.

A Brighton house, which, according to local belief, was "haunted," is now tenanted after being vacant for 16 years.

It is situated in Kent's Court, in the centre of the town, and was formerly occupied by a well-known boatowner. He developed mental trouble, and was sent to an institution, where he still remains.

His wife at once abandoned the place, without clearing away the remains of a meal. In this state, fully furnished, the house has remained since 1906. Nobody entered it, and gradually there grew up around it a number of ghostly legends.

A short time ago Councillor Michael Martin, anxious to find a house for an aged fisherman and his wife, induced the owner's wife, who is in Hampshire, to allow the old couple to occupy the house as caretakers.

The place was then opened, and found in an amazing condition. Sixteen years of dust covered every article in the rooms. The kettle was on the hob, and chairs were round the table, as they were left after the last meal in 1906.

Now the dirt and dust have been removed, and the old fisherman and his wife are comfortable in their new home.

U.S. NAVAL SEC. TO VISIT CHINA.

The American Secretary of the Navy, Mr. Edwin Denby, has accepted the Chinese Government's invitation to visit China and is expected to reach Peking early in August.

DAIRY FARM NEWS.

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PAY DAY

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Photo: I. Fong.
The Lugard Hall Basket Ball Team, winners of the Inter-Hostel Basket Ball Shield of Hongkong University. Back row—J. S. Guddar, M. S. Lee, D. K. Samy; Middle row—A. Rumjahn, M. H. Roffey (Warden) and D. Laing. Bottom Row—S.A.M. Sepher (Capt.)



The latest portrait of China's new President, Li Yuan Hung.



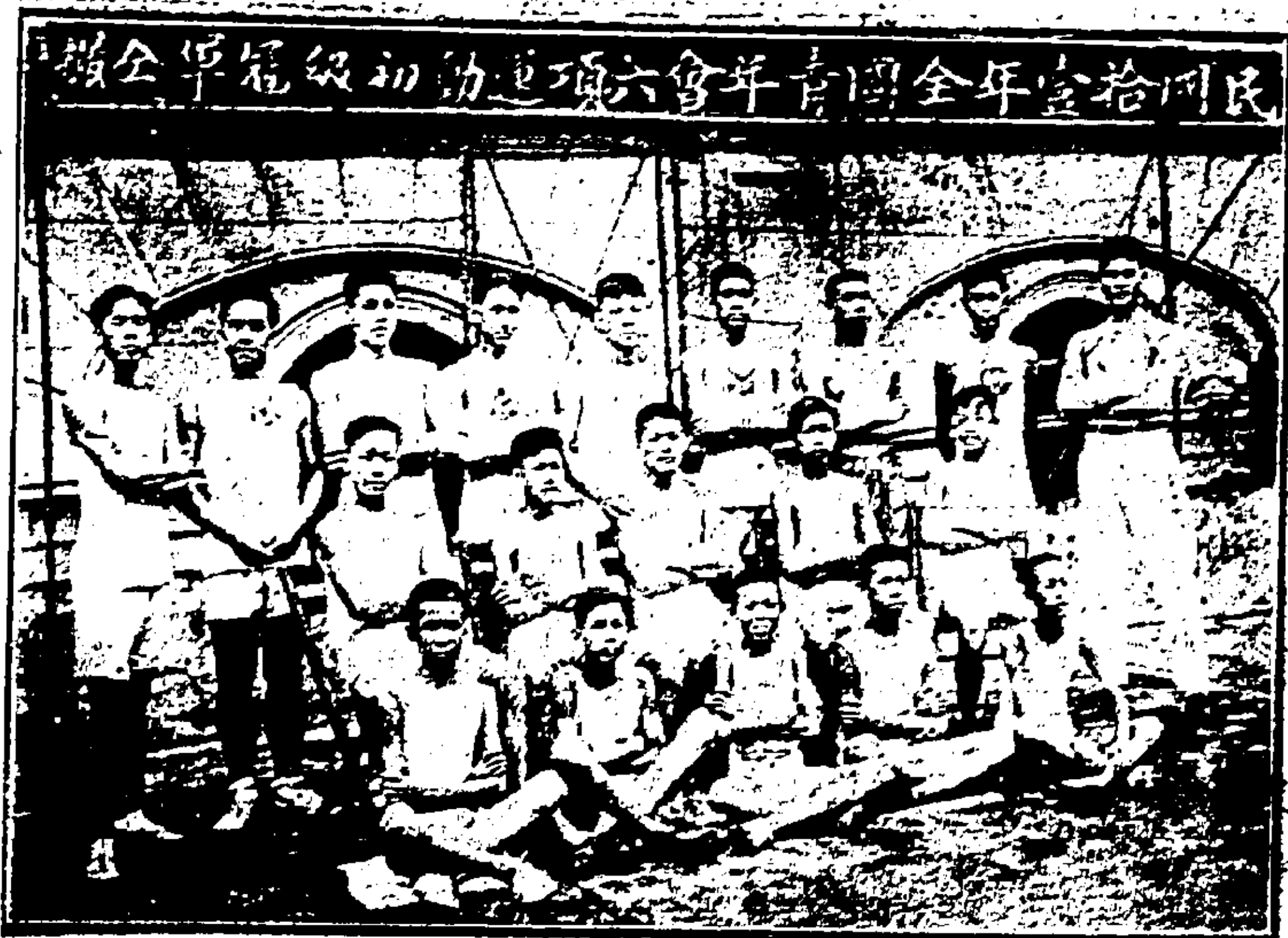
Chang Chien, the industrial magnate of Nan Tung Chow, who has just accepted the presidency of the Bank of Communications, on his seventieth birthday.



Photo: I. Fong.
Lugard Hall athletes, with Mr. and Mrs. Roffey, winners of the University Inter-Hostel Athletic Cup.



A Volley Ball match in progress between Queen's College and St. Paul's College, on the Y.M.C.A. court.



Chinese Y.M.C.A. athletes, the winners of the China National Hexathlon, 1922.



Hongkong Basket Ball Champions, 1922. The Y.M.C.A. team.

PACIFIC SHIPPING.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From	Due	From	Due
Empress of Japan	June 28 July 19	Empress of Scotland	July 25 Aug. 1
Empress of Asia	July 11 July 31	Empress of France	Aug. 9 Aug. 15
Empress of Canada	July 27 Aug. 14	Empress of Scotland	Aug. 22 Aug. 29
Empress of Russia	Aug. 10 Aug. 28	Empress of France	Sept. 5 Sept. 12
Empress of Australia	Aug. 24 Sept. 11	Empress of Scotland	Sept. 19 Sept. 26
Empress of Asia	Sept. 7 Sept. 25	Empress of France	Oct. 3 Oct. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping cars. Compartments & Drawing rooms.

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CANADIAN PACIFIC STEAMSHIPS, LIMITED.
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T. K. K. TOYO KISEN KAISHA

Reduced Fare to Europe U.S. \$450.00 First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

SIBERIA M. 20,000, July 8. SHIMO M. 22,000, Aug. 14.

YENYO M. 22,000, July 19. PERIA M. 9,000, Aug. 29.

KOREA M. 20,000, July 30. TAIYO M. 22,000, Sept. 9.

Calling at Dairen and omitting Shanghai.

Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

MANILA, KEELUNG, JAPAN, HONOLULU, HILU, SAN FRANCISCO.

SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

RAIKYO MARU 17,500, June 28th.

GINYO MARU 17,500, Sept. 5th.

ANYO MARU 18,000, Oct. 9th.

Calling Keelung.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

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For Baltimore via Genoa, Marseilles, Boston and New York.
S.S. DIANA DOLLAR 22nd October.

For New York via Genoa, Marseilles and Boston.
S.S. ROBERT DOLLAR 27th July.
S.S. ESTHER DOLLAR 15th Aug.

For San Francisco and Vancouver.
S.S. BESSIE DOLLAR 14th August.
For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd. Floor, General Post Office Building. Tel. 795 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. PFALZ ... July.
S.S. HOLSTEIN ... Aug.

For particulars Regarding Rates and Bookings Apply to

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Tel. 795-792. Gen. P.O. Building. Third Floor.



Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Madison ... For Seattle ... June 29 ... July 18.
S.S. President Jackson ... For Seattle ... July 11 ... Aug. 1.
S.S. President Jackson ... For Seattle ... July 27 ... Aug. 15.

MANILA SERVICE.

S.S. President McKinley ... For Manila ... July 3.
S.S. President Jackson ... For Manila ... July 17.
S.S. President Grant ... For Manila ... July 31.

SAIGON, SINGAPORE SERVICE.

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Through Bills of Lading to all United States and Canadian
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Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

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Telephones 2477 & 2478. Queen's Bldg. 2, Ice House

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON via PANAMA.

S.S. EASTERN KNIGHT ... about June 25.
S.S. WYTHEVILLE ... July 20.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE

Telephones 2477 & 2478. 5th floor, Union Building.

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(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched 24th June to SINGAPORE, PENANG
and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

1st class fair to SINGAPORE \$100.

Agents: JAVA CHINA JAPAN LIJN,

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Telephone No. 1574.

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CHINA MAIL S.S. CO., LTD.

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OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "KILE" "CORJISTAN"
"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA
August 10th. July 6th.

Tahiti Service
SAN FRANCISCO TO TAHITI

S.S. NILE July 22nd. August 31st.

Java Service
HONGKONG TO AMOY, SINGAPORE AND
JAVA PORTS.

S.S. CORJISTAN S.S. ARMANESTAN

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada
and to Pacific Coast ports for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT
PRINCE'S BUILDING, 105 HOCKEY STREET.
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Sailings Subject to Alteration

SHANGHAI—Regular Passenger, Mail and Cargo Service to
and from Shanghai. Excellent Saloon accommodation, Electric Fans
and Light throughout.

Passengers are Landed in Shanghai, avoiding the inconvenience
of transshipment at Woosung.

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LO SHUN WAN—Manager.

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Joint service of the

"BLUE FUNNEL" LINE

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. EURYPYLUS ... via Suez ... 5th July.

S.S. KEELUNG ... via Suez ... 15th July.

S.S. CYCLOPS ... via Suez ... 25th July.

* Calls at Philadelphia.

Steamers proceed via Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians

Kowloon Docks

No. 1. Length 700ft.

Breadth 26ft.

No. 2. Length 571ft.

Breadth 74ft.

No. 3. Length 244ft.

Breadth 49ft. 3in.

No. 1 Slip Length 245ft.

Breadth 60ft.

No. 2 Slip Length 222ft.

Breadth 60ft.



Tai-Kok-Tau.

COSMOPOLITAN DOCK

Length 466ft.

Breadth 85ft. 6in.

Aberdeen

HOPE DOCK

Length 436ft.

Breadth 84ft.

LA MONT DOCK

Length 333ft.

Breadth 46ft.

Lanch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of
The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

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(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 5th July.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 6th July.

For further particulars, please apply to—

S. MITARAT

AGENT.

Branch Office,
57, Bonham Strand, West,
Tel. No. 155.

Top Floor, King's Building,
Tel. No. 140.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
 STRAITS & BURMA, ORIENTAL INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS.
 RED SEA, EGYPT, EUROPE, ETC.
 PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	8,841	5th July	M's, London & Antwerp
MIRZAPUR	8,537	5th July	Spore, Paeng, Cebu & Bay
SOUFAN	7,000	19th July	M's, London & Antwerp
KARMA	9,000	19th July	Bay, M's, Lden, Antwerp
KASHGAR	9,000	2nd Aug.	M's, London & Antwerp
SARDINIA	6,580	15th Aug.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	29th June	Cia via Spore & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th July	(Manila, Thura, Is, Cairns, Townsville, Brisbane, Sydney and Melbourne)
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Freight rates for the above lines of steamers from Australia to the East Indies, New Zealand, South Africa, Europe, etc., are published in the Company's Office up to the day previous to sailing.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
EGRA	6,103	27th June	Shanghai & Japan
KASHGAR	9,000	1st July	Shanghai, Kobe & Y'mama
SOUFAN	7,000	4th July	Shanghai only
ST. ALBANS	4,500	4th July	Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 in. x 12 in. x 12 in. will be received at the Company's Office up to the day previous to sailing.

For Passage Rates, Handbooks, Freight etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENLUCE"	1st July
S.S. "GLENSHANE"	20th July

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENIFFER	4th July	GENOVA, L'DON, HULL, A'WERP, H'BURG
S.S. RADNORSHIRE	8th Aug.	L'DON, H'DAM, A'WERP, H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD

Telephone No 215, sub-ex. 23 and 3695

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Arakan	Japan	in port 24th June	24th June	Batavia
Tjisalak	San F'co.	28th June	30th June	Soerabaya via Menado, Balikpapan & Makassar
Tilatjap	Japan	30th June	2nd July	B'via via Banks
Tjikembang	Dalmy	28th June	5th July	Batavia direct

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	From
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Through Bills of Lading issued to U.S.A. and Canadian Overseas Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SPATTLE & VANCOUVER via Shanghai & Japan ports.
 Through Bills of Lading issued to all Overseas Common Points in U.S.A. & Canada.
 SHIZUOKA M. (Calling Keelung) Monday, 3rd July, at 11 a.m.
 YOKOHAMA M. (Calling Keelung) Wed., 25th July, at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 M'SHIMA MARU ... Friday, 23rd June at 11 a.m.
 HAKOZATI MARU ... Friday, 7th July at 11 a.m.

TAMBUK via LONDON, ROTTERDAM & BRANK.
 MATSUYE MARU ... Tuesday, 4th July.
 LIVERPOOL via MARSEILLES and Valencia.
 TSURUGA MARU ... Monday, 26th June.
 SYDNEY & MELBOURNE via Manila, etc.
 YOSHINO MARU ... Tuesday, 18th July at 11 a.m.
 AKI MARU ... Tuesday, 15th Aug. at 11 a.m.

NEW YORK via PANAMA.

DELICIA MARU ... Thursday, 29th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

OMEAY via Singapore, Penang & Colombo.

CEYLON MARU ... Sunday, 25th June.

CALCUTTA via Singapore, Penang & Rangoon.

MOROKA MARU ... Sunday, 25th June.

SAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th July at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUMOTO MARU ... Monday, 3rd July.

KAKO MARU ... Monday, 10th July at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON.**

FOR NEW YORK & BOSTON.

S.S. "BOWEN CASTLE" ... Sailing on or about 30th June.

"EGREMONT CASTLE" ... Sailing about 2nd half of July.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "NIPPON" ... Sailing on or about 6th July.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" ... Sailing on or about 25th July.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	15th July	20th July

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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(JOHN SWIRE & SON, LTD.)

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE

OUTWARDS.

City of Manchester 15th July. Shanghai, Kobe & Yokohama

HOMEWARDS.

City of Glasgow 2nd July. London, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
BANGKOK via Swatow	Chaksant	Tues. 27th June at noon.
SHANGHAI via Swatow	Waishang	Wed. 28th June at noon.
HAIPHONG via Haiphong	Leesang	Thur. 29th June at 4 p.m.
TIENTSIN	Chongshing	Fri. 30th June at noon.
SHANGHAI via Swatow	Tungshing	Fri. 30th June at noon.
MANILA	Yuenzang	Fri. 30th June at 3 p.m.
SHAI, Moji & Kobe	Kutsang	Mon. 3rd July at noon.
TTAO via S'wai & S'hai	Hopsang	Tues. 4th July at noon.
SHANGHAI via Swatow	Tingsang	Wed. 5th July at noon.
TTAO via S'wai & S'hai	Hangsang	Fri. 7th July at noon.
STRAITS & Calcutta	Kumsang	Fri. 7th July at 3 p.m.
SANDAKAN	Minsang	Sat. 8th July at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Cheloo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kumsang" will be despatched on or about Friday, 6th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW & AMOY	Kingyuan	25th June at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	25th June at 4 p.m.
AMOY, SWATOW, SPORE	Kwangchow	25th June at noon.
SWATOW, S'HAU & TTAO	Liangchow	27th June at noon.
MANILA, CEBU & ILOILO	Taming	28th June at 4 p.m.
AMOY & SHANGHAI	Soochow	29th June at noon.
PAKHOI & HAIPHONG	Kailong	1st July at 10 a.m.
SWATOW, S'HAU & TTAO	Sunning	1st July at noon.
SWATOW & SINGAPORE	Linan	2nd July at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'wai.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(John Swire & Sons, Ltd.)

AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Leaving. Leaving.

Haiching | J. B. Thomson | TUES. 27th June at 1 p.m.

Tungus | Tidemann | SUN. 25th June at 11 a.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 5th July.

For Moji, Kobe & Yokohama.

S.S. BORNEO MARU Sailing on or about 22nd June.

"CHERIBON MARU" Sailing on or about 6th July.

For further particulars please apply to—

Tel. No. 2206.

Second Floor, Prince Building.

K. SUZUKI,

Manager.

SHIPPING NEWS.**SHANGHAI FREIGHTS.**

Messrs. Wheelock & Co., Shanghai, in their circular of 15th June, state: There is no change to report in the condition of our Export trade to Europe or America since last writing, and it would be hopeless to try and stall when things are likely to improve. To United States via Pacific.—The tea-season has opened and it is anticipated that small parcels will shortly be going forward, otherwise the market is as dead as ever except for a little silk moving by the mail lines.—Coastwise.—This market has been very quiet all round during the past fortnight, and there is nothing much doing in any direction.

DECLINE IN U.S. SHIPBUILDING.

A substantial decline in shipbuilding at United States yards since the beginning of the year is shown by statistics of the American Bureau of Shipping recently issued. Inclusive of river and harbour steel tonnage on March 1 there were under construction 90 vessels of 139,795 tons gross, as compared with 116 vessels of 231,733 tons gross under construction on January 1, indicating a drop of some 52 per cent. Almost coincident with the issuance of this American Bureau of Shipping report is the end of the Shipping Board's construction programme, hence not only the unfavourable general comparison, but the circumstance that on March 1 only one vessel of the combined passenger and freight type of 10,500 tons gross was being built, as against four similar vessels, aggregating 42,000 tons gross, on January 1. Of river and harbour types of steel construction 75 vessels of an aggregate tonnage of 20,175 tons were being built, as compared with 85 vessels of 33,673 tons at the beginning of the year.

PORT DEVELOPMENTS AT MARSEILLES.

After M. Millerand has visited the Colonial Exhibition at Marseilles he will inspect the first part of the work in connection with the execution of an ambitious scheme having as its object the extension of the port of Marseilles and the linking up of the docks with the Rhone at Arles. The present port of Marseilles is inadequate for the quantity of shipping using it, and it was accordingly suggested that the docks might be joined by canals with the Berre Lake, a large sheet of water some 16 miles north-west of Marseilles, of irregular shape, and varying from six to nine miles across. In this it was proposed to construct docks to accommodate shipping unable to enter the regular port of Marseilles. As the scheme was elaborated, it grew to a plan for linking up the Berre Lake with another sheet of water known as the Caron, and thence by way of a canal with the Rhone at Arles, was put forward and is being executed. It is the first part of the work that will be inspected by M. Millerand. The canal to the Rhone leaves Marseilles and follows the coast as usual in the sea; from which, however, it is protected by a wall as far as the port of La Lave, at Etangue, after which it pierces the mountainous chain of the Rove, a tunnel more than four miles long and 66ft wide; it then passes through a cutting reaches the Berre Lake, follows its southern shore as far as Martigues, thence runs along with the old canal from Martigues to Port-le-Bouc, which, however, is enlarged and joins the already existing canal from Port-le-Bouc to Arles, which also much enlarged and improved, finally joins the Rhone. This ambitious scheme, which will link up Marseilles by water with the interior of France and provide new docks in the Berre Lake, is practically completed; the Rove tunnel is finished, and the new port of Garonne is being constructed. In two years' time barges will be able to go direct from Marseilles to Arles, and thence up the Rhone. This, however, is not all; it is proposed to make the Garonne and Berre Lakes accessible to large sea-going vessels. For this it will be necessary to make the waterway from Port-le-Bouc to Martigues deeper, the entrance to the Berre docks being via Port-le-Bouc under a viaduct the Rove tunnel. It is estimated that this part of the work will take from five to six years, but when it is completed, Marseilles, with its linked docks, will be one of the largest ports in the world.

